

INFORMATION REPORT

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SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. The construction site for the test plant in Moscow-Khimki was called "LOY". The construction work was carried out by Construction Trust No 18. The Soviets foremen employed at the test plant designated the installation with three letters which sounded similar to the English letters "VKS". (1) The first jet engine tests observed [redacted] occurred in June 1948, but [redacted] some tests had taken place as early as May 1948. It is not known how long these tests lasted. Three or four tests were made within a 24-hour period. However, sometimes these tests were discontinued for several days. Alcohol of high percentage was used for fuel.
2. [redacted] Following types of aircraft near Plant No 239 in Moscow-Khimki. Most of the planes were seen in the summer and fall of 1948. [redacted]
3. Two four-engine planes were parked in the dispersal area. (2) They were fitted with three-blade propellers, had a wing span of about 40 meters but a shorter fuselage. The single-rudder assembly, like the wings, was rounded off. The planes, painted dark gray, had a glazed tail turret and a two-wheel landing gear.
4. Only one of the 2 four-engine planes was fitted with a parasite fighter or a remote-controlled missile. The parasite was suspended from the left wing of the four-engine plane, which sometimes made local flights over Khimki before heading west. The suspended body was also seen beside the aircraft on the ground, in most cases covered by a tarpaulin but sometimes also uncovered. It was painted a bright silver and had a smooth exterior. The body was clearly seen under the wing of the flying four-engine plane. The parasite was at least four meters long, projecting with its nose and tail beyond the edges of the wing. The wings of the parasite were swept back and square and did not project beyond the wings of the mother plane. It could not be stated whether the parasite was manned or not. [redacted]
- [redacted] The returning plane would park at the same place as before it left; from this it was inferred that the plane which returned was the same one which had taken off with the parasite. No flying parasite was ever seen. However, an aircraft was seen several times being towed to the dispersal area by a truck on a device similar to that used for the towing of gliders. This plane may have been

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the parasite.

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5. The 3 to 5 twin-engine planes observed were fitted with three-bladed propellers and double rudder assemblies and nose wheels. (3) The wings were set slightly above the center of the fuselage. A small observation window was aft of the wings. [redacted] the planes were Soviet copies of a British or an American design. Some of them were fitted with a tube-like device on their fuselages. They took off like conventional piston aircraft. The tube-like device was usually protected by a cover which was, however, removed prior to the take-off. The functioning of the device was not known. The twin-engine planes without tube-like devices took off with the help of two JATO units, one on each side of the fuselage between the engine and the fuselage.
6. Individual midwing jet fighters were seen at the dispersal area from a distance of 50 meters at most. They had an oval aperture covered with a screen at the nose. The wings of the jet fighters were square.

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Comments.

- (1) For plant layout see Annex 1.
(2) See sketch 1, Annex 2.
(3) See sketch 2, Annex 2.
(4) Report does not contain any new information. The designation "LOY" for the test plant was previously reported. The information that jet engines were continually being tested after about mid-June 1948 would indicate some sort of quantity production and this agrees with previous reports. The data on the flying activities in Khimki, particularly the testing of JATO units confirms information previously known, however, it has not been reported before that the four-engine plane returned after one or two hours without parasite fighter. The test field or landing strip of this parasite therefore seems to be in the vicinity of Moscow. This assumption is supported by similar observations made from Zhukovskii. [redacted] The isle mentioned in paragraph 7 certainly is the Isle of Gorodomlya near Ostashkov on which the V-weapons specialists are located. This isle is located 50 km west of the railroad line to Leningrad and not as stated mistakenly in the report 50 km west of Leningrad.

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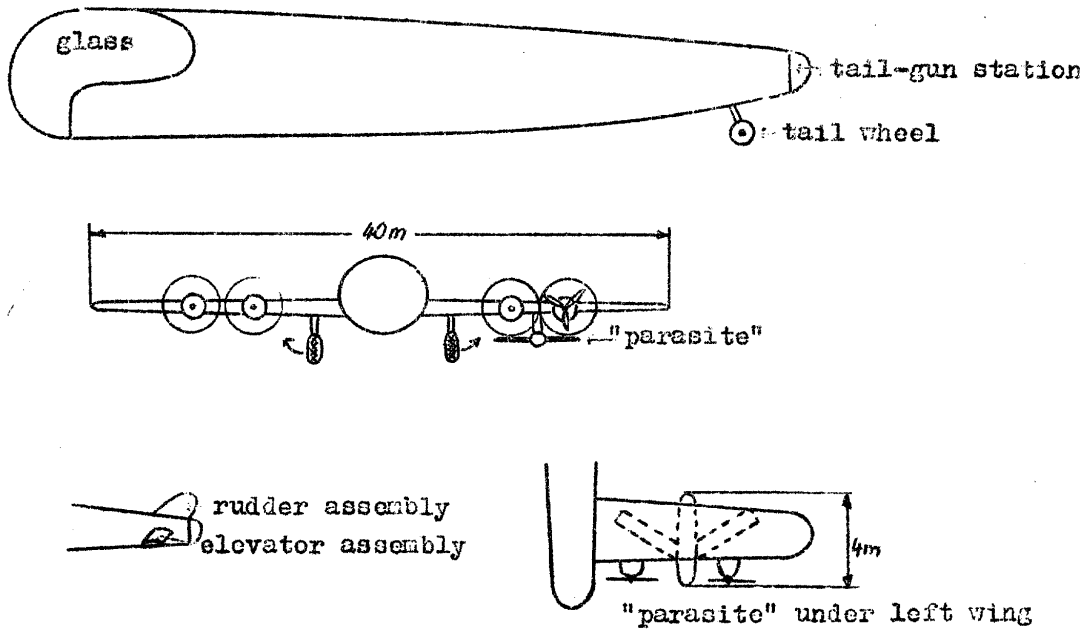
2 Annexes: 5 sketches on 2 dittos.

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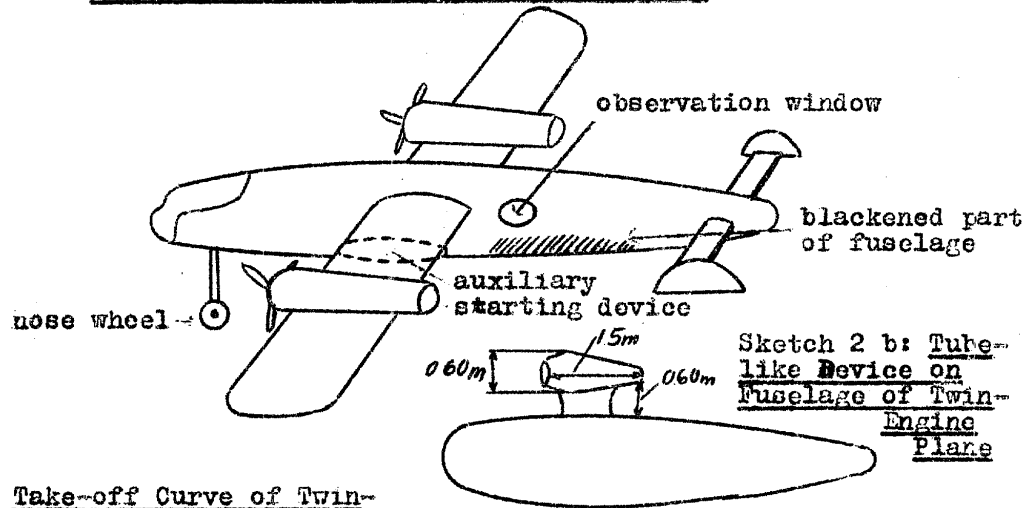
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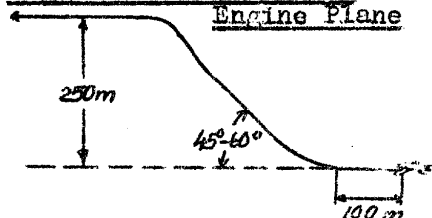
Sketch 1: Four-Engine Plane Seen in Moscow-Khinki



Sketch 2 a: Twin-Engine Plane Seen in Moscow-Khinki



Sketch 2 c: Take-off Curve of Twin-Engine Plane



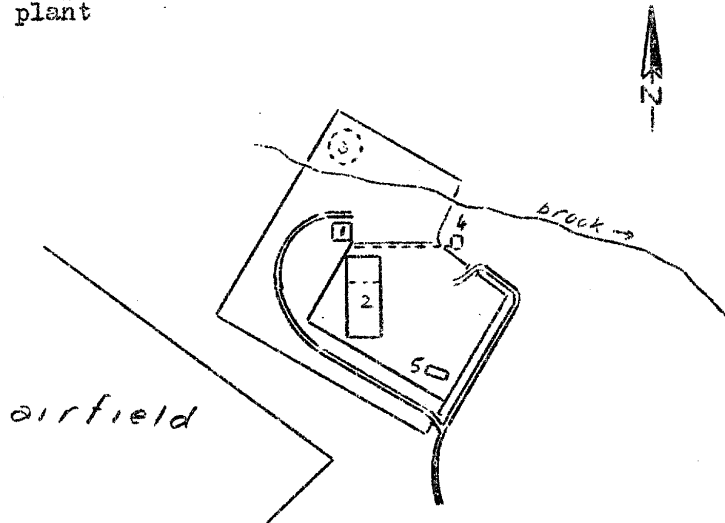
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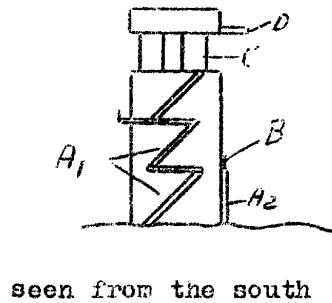
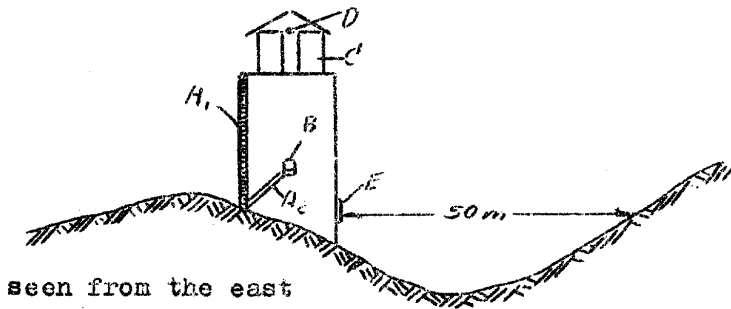
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Annex
Layout of V-Weapons installation in Moscow-Khimki

Legend:

- 1 Tower
- 2 Workshop
- 3 Point of impact of the ejected flames
- 4 Heating plant
- 5 ?



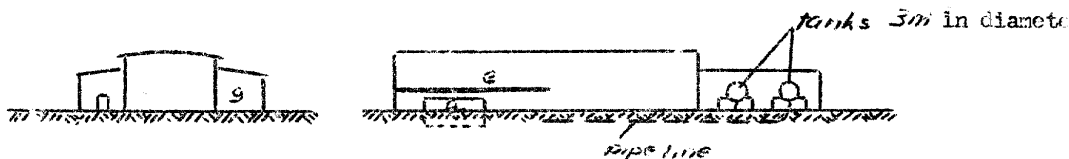
Detail Drawings of the Tower



Legend:

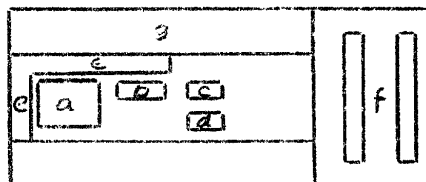
- A₁ and A₂ Stairs
- B Door
- C Boiler
- D Crane rail
- E Aperture

Detail Drawing of Workshop



Legend:

- a-d Foundations or pits
- e Ramp (gallery)
- f Boiler room
- g Engineers' office



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